



Space, Missile, Command, and Control

AIRFIELD OPERATIONS**COMPLIANCE WITH THIS PUBLICATION IS MANDATORY**

This instruction implements AFD 13-2, Air Traffic Control, Airspace, Airfield, and Range Management. It establishes policies and prescribes operational procedures to be used by all host and tenant personnel in support of the Sheppard Air Force Base airfield facilities and flight operations. It centralizes operating information and procedures in accordance with AFI 13-203, Air Traffic Control and AFI 13-213, Airfield Management. Aircrews not assigned or attached to the 80th Flying Training Wing (80 FTW) are exempt from directives in this regulation. However, they are not exempt from directives on airfield movement and control, and conduct of flying in the local area.

SUMMARY OF REVISIONS:

Changed references, data, and diagrams to reflect new runway configuration. Changed traffic pattern diagrams to reflect new runway configuration. Added intersection takeoff distance data to reflect new runway. Changes runway designations to reflect redesignation of previous 15L/33R to 15C/33C. Deleted reduced runway separation information and inserted appropriate reference. Corrected references to other publications to reflect new numbers and titles. Deleted duplicate paragraphs. Changed runway change time criteria. Updated base operations procedures. Changed Radar Approach Control (RAPCON) and control tower hours of operation. Changed references to hours of operation. Deleted Aero Club references. Clarified movement area definition. Revised diagrams in attachments. Added diverse departure diagrams. Paragraphs renumbered. An "*" indicates revisions from the previous edition.

SECTION A - INTRODUCTION

1.1. Procedures are outlined for normal situations. During emergencies or unusual circumstances, there is no substitute for sound judgment. The aircraft commander is ultimately responsible for the aircraft and aircrews. This responsibility will not be delegated.

1.2. Squadron supervisors and aircrews are responsible for compliance with the provisions of this regulation.

1.3. Unit commanders will ensure that all permanently assigned aircrew members at Sheppard Air Force Base attend a local area briefing upon assignment to flying duties. The briefing will include, but not be limited to, flying operations, restricted areas and airspace, normal procedures, and emergency procedures.

1.4. DEVIATIONS. The procedures and requirements contained in this regulation will not be changed or waived unless an urgent requirement exists. The Commander, 80th Operations Group (80 OG/CC) approves all waivers.

1.5. RECOMMENDED CHANGES. Recommendations for changes to this instruction will be submitted to the Airfield Operations Flight commander (80 OSS/DOF). Submissions will be typed and signed by the person in charge of the originating office.

SECTION B - AIRFIELD AND AIRSPACE DATA***2.1. AIRFIELD AND RUNWAY DATA (See Attachment 1).**

*2.1.1. Sheppard Air Force Base runways are open 24 hours daily. Sheppard RAPCON hours are: 0600 - 2100L. Sheppard Control Tower hours are: 0530-2100L. RAPCON and tower hours are 7 days a week. Base Operations is manned

Monday - Thursday, 0700-1900L; Friday, 0700-2100L; and Saturday - Sunday, 0800-1700L; closed on federal holidays. EXCEPTION: RAPCON, Control Tower, and Base Operations remain open later to support 80 FTW flying operations.

*2.1.2. Sheppard Air Force Base has four runways. The primary instrument runway is 15R/33L. Categories I and II military and civilian aircraft will normally use runway (RWY) 17/35 when Undergraduate Pilot Training (UPT) operations are in progress. The calm wind runways are 15 and 17.

*2.1.3. All aircraft movement areas on the airfield are not weight restricted for mission assigned aircraft (T-37, T-38, and AT-38). Asphalt paved surfaces such as runways 17/35, 15L/33R, 15C/33C and taxiways A, B, and E, are weight restricted for some aircraft types. The Airfield Manager will restrict aircraft movement in these areas on a case-by-case basis. Aircraft larger than C-130 can expect runway 15R/33L.

***2.1.4. Intersection takeoff distances are as follows:**

RUNWAY	INTERSECTIO N	DIST REMAINING
15R	G	6,600 Feet
15R	F	3,100 Feet
15C	G	3,100 Feet
15C	H	8,800 Feet
33L	F	10,000 Feet
33L	G	6,500 Feet
33C	G	5,600 Feet
33C	H	NO TAKEOFF
17	B	4,100 Feet
35	B	2,900 Feet

***2.1.5. APPROACH AND RUNWAY LIGHTING.**

Airfield lighting will be operated in accordance with Federal Aviation Administration Order (FAAO) 7110.65. During periods of Tower closure runway, 15R/33L HIRLS, approach lights, and taxiways A, C, D, E, and H lights will be left on IAW FAAO 7210.3.

***2.1.6. STANDARD STRAIGHT-IN VISIBILITY MINIMA WITHOUT APPROACH LIGHTS.** When Notice to Airmen (NOTAM) action is required due to loss of the approach lights, Base Operations will include the applicable visibility minimums on the NOTAM.

APPROACH	AIRCRAFT CATEGOR Y	VISIBILITY MINIMA (mi)
ASR RWY 15R	A - D	1 1/4
	E	1 1/2
LOC BC RWY 15R	A - B	1
	C - D	1 1/4
	E	1 1/2
HI-TACAN RWY 15R	C - D	1/4
	E	1 1/2
PAR RWY 15R/33L	A - E	1/2
ASR RWY 33L	A - D	1 1/4
	E	1 1/2
ILS RWY 33L	A - E	3/4
LOC RWY 33L	A - E	1
HI-TACAN RWY 33L	C - D	1
	E	1 1/4
NDB RWY 33L	A - B	1
	C	1 1/4
	D	1 1/2

***2.1.7. TRAFFIC PATTERNS.** Sheppard IFR/VFR traffic patterns are depicted in Attachments 2 and 3 respectively. Diverse departure information is provided in Attachment 4.

2.1.8. CONTROLLED EGRESS/BAILOUT AREA.

The controlled egress/bailout area is the 290 radial at 10 DME from the Wichita Falls (SPS) VORTAC. This area is located on the base disaster control 15-mile grid map at coordinates V.5 and 4.3.

***2.1.9. EMERGENCY EXTERNAL STORES/CARGO JETTISON AREA.** This area is defined as the Red River, flying northwesterly, one-half

mile either side of the 29 radial, 17-24 DME of Wichita Falls (SPS) VORTAC, at 2,500' MSL. Aircraft will self-navigate to the area. RAPCON may monitor the aircraft, advise the aircraft when entering or leaving the area, and notify Base Operations whenever an aircraft requests or completes jettison. Falcon Range is the jettison area for AT-38s.

*** 2..1..10. HOT BRAKES AREAS.** The designated Hot Brakes areas are:

Runway	Hot Brakes Areas
15L/33R	Run up pad on taxiways K and G
15C/33C	Run up pad on taxiways L and F
15R/33L	Run up pad on taxiways C and H (W of runway)

***2..1.11. HOT GUNS/HUNG ORDNANCE.**

*2.1.11.1. Transient aircraft arriving with hot guns or hung ordnance will land on runway 15C/33C from a straight-in approach. For runway 15C, the aircraft will be directed to turn off the runway in an easterly direction on taxiway G (if able) or stop at the end of the runway and maintain a 090 heading. For runway 33C aircraft will be directed to turn off the runway on taxiway L and maintain a Northeasterly heading. Runway 15L/33R will be restricted for normal operations until the ordnance is made safe or de-armed. After this, the aircraft will be towed or taxied to the dangerous cargo parking area.

*2.1.11.2. Locally based AT-38 aircraft will land on runway 15R/33L and stop at the hammerhead at the end of the runway heading 180 for runway 15R or heading 300 for runway 33L.

***2..2. NOTAM PROCEDURES.** Base Operations processes all NOTAMs IAW AFR 55-16 (will be AFJMAN 11-208, not yet published), the US Military Notice to Airmen (NOTAM) System. Sheppard RAPCON is designated as the ATCALs and ATC NOTAM monitor facility.

2.2.1. Sheppard RAPCON and Control Tower will report interruptions to air traffic control facilities or equipment outages to the Base Operations dispatcher. Include an estimated operational time (if available). Base Operations personnel will determine what NOTAM action will be taken. T-37/T-38 duty desk as appropriate will notify Base Operations when military operation areas (MOAs) are to be NOTAMED for night flying.

2.2..2. The Chief, Airspace Management, will notify Base Operations personnel when NOTAMs are required due to weekend or holiday activation of any of the Sheppard MOAs or military training routes (MTRs).

*2.2.3. Base Operations will notify RAPCON, Command Post, and the T-37/T-38 duty desk of appropriate NOTAMs IAW AFR 55-16. Prior Permission Required (PPR) will be initiated when the 80 FTW has scheduled flying on weekends or holidays.

2.3. AIRCRAFT AND VEHICLE OPERATIONS ON THE AIRFIELD*

2.3.1. All vehicles and pedestrians operating on the aerodrome will adhere to SAFBI 13-201, Airfield Vehicle Traffic.

*2.3.2. Movement areas are defined as all runways, taxiways, and aprons. The ENJJPT ramp, Base Operations ramp, SAC ramp, and municipal airport ramp are movement areas.

2.3.3. During its hours of operation, the Tower is responsible for aircraft and known vehicle movements on all active taxiways and runways not controlled by a local Class "A" RSU. All vehicles and pedestrians on any active taxiway or runway must either have two-way radio communications with the Control Tower or be escorted by a vehicle so equipped.

2.4. CONSTRUCTION ON THE AIRFIELD. The Airfield Manager is responsible for briefing personnel who will be working on the airfield. All Civil Engineering work requests involving work within the airfield operating area must be coordinated with the Airfield Manager prior to approval. The Airfield Manager ensures all workers are thoroughly briefed as to the hazards and procedures before authorizing repairs or construction.

*2.4.1. Contractors, government contract inspectors, or persons working on the aerodrome will report to Base Operations prior to commencing work, and brief the Airfield Manager, or the designated representative, on areas where work will be in progress and any possible hazards. EXCEPTION: *Barrier Maintenance and Civil Engineering airfield lighting personnel are exempt from the above briefing requirements as long as their activities involve routine inspection requirements. All open holes will be clearly marked with sufficient, working blinker lights. A portable radio on ramp net will*

be used by construction or repair teams working on or near the runway to keep in contact with the Tower. Personnel working on or near the runway will move at least 125 feet away from the runway when advised by Tower personnel. In the event contact cannot be made with personnel on or near the runway, tower personnel will request assistance from Base Operations. If Base Operations is closed, Tower shall flash the runway lights, signifying to the workers to move at least 125 feet away from the runway.

*2.4.1.1. Barrier maintenance will coordinate with Base Operations before accomplishing any maintenance which may render barriers unusable.

*2.4.1.2. At no time will personnel working near the runway proceed on the runway without tower clearance.

2.4.2. Base Operations Dispatcher will:

2.4.2.1. Be informed at all times of work in progress on airfield.

2.4.2.2. Issue necessary NOTAMs or airport advisories as directed by the Airfield Manager

2.4.2.3. Be informed of the position of equipment and marking of area during non-working hours.

2.4.2.4. Indicate on airfield diagram (Dispatch Section) the exact location of construction.

2.4.2.5. Advise the Control Tower of all impending activities on or near the movement area.

NOTE: Vehicles may use the taxiways, but they may not enter or cross any runways.

***2.5. LOCAL FLYING AREA.** The 80 FTW/CC uses/designates the local flying area for wing-assigned aircraft. Procedures are outlined in 80 FTWI 11-201 and 80 FTW Supplement 1 to MCI 11-238.

***2.6. ALERT/RESTRICTED AREAS.** Areas applicable to Sheppard AFB are A-561, A-636, and R-5601 (A-E). Areas are defined in the Flight Information Publication, AP/1A.

SECTION C - AIR TRAFFIC CONTROL

***3.1. FACILITIES.** Air Traffic Control and Landing Systems (ATCALS) can be used by both military and civilian aircraft for operations on any appropriate runway at Sheppard AFB/Wichita Falls Municipal Airport (see Attachment 1).

***3.1.1. Sheppard Radar Approach Control (RAPCON).** Responsible for clearance delivery, approach, departure, radar advisory, area monitor and radar final control service to military and civil aircraft within airspace delegated by the Fort Worth Air Route Traffic Control Center. The facility also provides approach control services to Sheppard AFB/Wichita Falls Municipal Airport, Kickapoo Downtown Airpark, and Wichita Valley Airport. Operating hours are 0600-2100L or when the 80 FTW is flying. The 80 OG/CC validated the need for multiple Precision Approach Radar (PAR) capability to exist from 0630-2100L, Monday through Friday, and 1300-1700L on Sunday and any time the 80 FTW is flying.

***3.1.2. Sheppard Control Tower.** Responsible for ground control, Automatic Terminal Information Service (ATIS), and control of runways 15C/33C and 17/35. Assumes control of runway 15L/33R and 15R/33L during times when Undergraduate Pilot Training (UPT) is not in progress or when the local weather requires IFR recovery. Operating hours are 0530-2100L or later when the 80 FTW is flying.

***3.2. SUPERVISOR OF FLYING (SOF) AND RUNWAY SUPERVISORY UNITS (RSUs).**

***3.2.1.** SOFs act directly on behalf of the 80 OG/CC in operational matters affecting wing aircraft. They will perform duties IAW 80 FTWI 11-201 and 80 FTW Supplement 1 to MCI 11-238.

***3.2.2.** RSUs control the aircraft and the runways used by the 80 FTW aircraft during wing training IAW AETCI 13-201 and 80 FTWI 11-201 and 80 FTW Supplement 1 to MCI 11-238.

***3.3. RUNWAY SELECTION AND CHANGE PROCEDURES.**

3.3.1. Sheppard Control Tower will determine the runway in use when 80 FTW is not flying. During 80 FTW operations, the SOF will determine the runway in use. During conflicting wind conditions, the SOF, after coordinating with the Tower watch supervisor, will determine the runway in use. RSU controllers will recommend runway changes to the SOF when the tailwind component exceeds five knots. The SOF will coordinate with the Tower watch supervisor.

3.3.2. Tower will coordinate with all affected agencies (RAPCON, Base Operations, Fire Department, and Weather) a minimum of 30 minutes prior to runway change time and advise them when runway change is complete. RAPCON will advise Fort Worth Center and

Fort Sill Approach of the proposed runway change and when the runway change is complete.

*3.3.3. Runway change time will be announced by Tower, RAPCON, and the RSUs over the appropriate frequencies 30 minutes prior to the proposed time and every five minutes thereafter until the change is complete. Transmissions will be made on Guard as requested by the 80 FTW Supervisor of Flying (approximately 40 and 15 minutes prior to the proposed change.)

*3.3.4. Tower will discontinue taxiing aircraft to the active runway approximately 20 minutes prior to the proposed runway change time. RAPCON will normally discontinue vectoring aircraft to the radar drop-off point/final approach/initial for the runway in use approximately 10 minutes prior to the proposed time.

3.3.5. RSUs will have crews in place 15 minutes prior to the runway change and advise tower when the RSUs are operational.

3.4. RUNWAY SURFACE CONDITION (RSC).

When the temperature is above 40 degrees Fahrenheit, the RSUs will determine the RSC for their runways only.

This determination is based on PIREPS. The RSU will notify Base Operations of the RSC for their runways, who will then pass this information to the control tower and the RAPCON. If the temperature falls below 40 degrees Fahrenheit/4 degrees Celsius, then Base Operations will make the RSC determination.

3.5. DEPARTURE PROCEDURES. Tower will issue the following climb-out instructions to transient military and civilian departures for runways indicated when local T-38 training is in progress:

*3.5.1. Runway 15R/33L. "Fly runway heading, maintain 2,300."

*3.5.2. Runway 15C/33C. "'Fly runway heading."

*3.5.3. Runway 17. "Turn left heading 150, maintain 2,300."

*3.5.4. Runway 35. "At departure end of runway turn left heading 280, maintain 2,300."

***3.6. PRACTICE APPROACHES.** Civil and transient military aircraft will not conduct practice approaches to runways 15L/33R, 15C/33C, and 15R/33L during ENJJPT operations.

3.7. OPPOSITE DIRECTION PROCEDURES.

Opposite direction operations runway 15/33 are prohibited when 80 FTW operations are in progress

except for emergencies and as noted in paragraph 3.8 below.

3.7.1. Opposite direction (for both IFR and VFR aircraft) may be conducted to runway 17/35 during ENJJPT RSU operations, provided the following conditions are met:

3.7.1.1. Pilot requests due to tailwind components for the active runway.

3.7.1.2. Approved by both RAPCON and Tower watch supervisors.

3.7.2. Tinder instructs aircraft under their control to delay crosswind turn until reaching 2,800 MSL, to ensure 500' separation from inbound traffic at 2,300 MSL. This applies when runway 17 or 35 is in use.

3.7.3. Intra/Interfacility coordination shall include the phrase: "OPPOSITE DIRECTION DEPARTURE/ARRIVAL runway (appropriate runway number)."

***3.8. OPPOSITE DIRECTION CUTOFF POINTS (APPLY WHEN BOTH AIRCRAFT ARE IFR).**

There are no established cutoff points when one or both aircraft involved are VFR.

3.8.1. Opposite direction departures shall not be cleared for takeoff when:

3.8.1.1. Either aircraft is a category (CAT) III and the arrival is within 15 flying miles.

3.8.1.2. Both aircraft involved are a CAT I or CAT II and the arrival is within 10 flying miles.

*3.8.2. Opposite direction arrivals shall not be permitted within 15 flying miles of the airport when either aircraft is a CAT III and the departure has been cleared for takeoff.

*3.8.2.1. Opposite direction arrivals shall not be permitted within 10 flying miles of the airport when either aircraft is a CAT I or CAT II and the departure has been cleared for takeoff.

3.8.3. Space Shuttle Carrier Aircraft (SCA) will need to back taxi if landing runway 15R due to taxiway weight restrictions. If runway 33L is active, the SCA will usually depart runway 15R. After using opposite direction for the SCA, expect a 3-minute delay before resuming normal operations due to wake turbulence. Opposite direction takeoffs/landings are permitted for SCA when the procedures outlined in paragraph 3.7 & 3.8 above are followed.

***3.9. REDUCED RUNWAY SEPARATION.**

Departure and arrival reduced runway separation (RRS) for AETC assigned aircraft is authorized IAW AFI 13-203, AETC Sup 1, Atch 14. RRS is not authorized for situations not specifically mentioned.

*3.9.1. At night, 6,000 feet is the minimum separation provided the controller can determine separation using suitable landmarks; otherwise standard FAA separation will apply.

*3.9.2. Deployed Navy, Army, and Marine Corps aircraft are authorized RRS if an LOA is signed between host wing and deployed unit. Host wings will ensure a detailed briefing is conducted prior to local flying.

*3.9.3. RRS does not relieve the pilot of the responsibility for wake turbulence separation.

*3.9.4. Any aircrew or controller may refuse reduced separation. When RRS is refused, normal FFAO 7110.65 standards apply.

***3.10. TRANSIENT AND CIVILIAN AIRCRAFT REQUIRING RUNWAY 15R/33L OR 15C/33C.**

During wing flying in day, VMC conditions, RAPCON will give Tinder a call on transient aircraft (does not include AETC T-37 and T-38 aircraft) requesting to land on runway 15R/33L. RAPCON will call when the aircraft is 25 flying miles from the landing threshold. Depending on their traffic, Tinder will advise RAPCON to continue for landing or hold the aircraft out. If advised to hold, RAPCON will issue detailed holding instructions along with an Expect Further Clearance (EFC) time. RAPCON will query Tinder every 5 minutes for approval to vector the aircraft in for the approach. Once the aircraft commences the approach, it will not be broken out unless an emergency exists. Holding time will not exceed 15 minutes. Traffic to runway 15C/33C will be handled IAW FFAO 7110.65, Air Traffic Control.

3.11. LOCAL AIRCRAFT PRIORITIES. During weather recall, the 80 FTW SOF will determine if any aircraft require recovery priority and coordinate with the appropriate ATC facility. This priority applies to 80 FTW aircraft only and does not supersede priorities established by Federal Aviation Regulations (FARs).

3.12. DRAG CHUTE PROCEDURES. All aircraft will retain their drag chute until they are parked. However, if an aircraft jettisons its drag chute on the runway or taxiway, Control Tower will inform Base Operations of chute location. Base Operations will then notify Transient Alert and request chute pickup. If Transient Alert is unable to respond, then the Fire Department will retrieve the chute.

SECTION D - EMERGENCY PROCEDURES

4.1. GENERAL. While the procedures outlined in this section are specifically designed for Sheppard Air Force Base, they have been written to comply with standard emergency procedures mentioned in other publications. When an emergency situation does arise, pilots will inform the Control Tower or approach control as soon as possible so as to afford maximum time to clear traffic and runways.

4.2. ACTIVATION OF PRIMARY CRASH PHONE.

4.2.1. Sheppard Control Tower will activate the primary crash phone in any of the following situations:

4.2.1.1. Known or suspected crash on or off base.

NOTE: CIVIL AIRCRAFT ACCIDENTS OCCURRING OFF SHEPPARD AFB DO NOT REQUIRE ACTIVATION OF THE PRIMARY CRASH NET. THE CONTROL TOWER WILL NOTIFY BASE FIRE DEPARTMENT VIA LANDLINE.

4.2.1.2. Aircraft emergency, whether declared by the pilot or other qualified source.

4.2.1.3. Suspected or actual hijack.

4.2.1.4. Suspected or actual hot brakes.

4.2.1.5. Bomb threat (either received from an aircraft or at the direction of the Command Post. For bomb threats against the Tower building itself, watch supervisor has discretion on activation of crash phone).

4.2.1.6. Tornados.

4.2.1.7. Control tower evacuation.

4.2.1.8. Confirmed ELT signals.

* 4.2.1.9. When deemed necessary by the watch supervisor on duty.

4.2.2. The following simulated or practice situations will require activation of the primary crash phone:

4.2.2.1. Daily crash phone check (between 0700 and 0800L).

4.2.2.2. Exercises.

4.3. RESPONSE TO IN-FLIGHT EMERGENCIES.

4.3.1. Fire Department personnel will position vehicles in order to follow emergency aircraft down the runway

until the aircraft stops or exits the active runway. They will stay with the aircraft until the emergency is terminated.

4.3.2. The hospital will dispatch an ambulance which will remain adjacent to the control tower until required or emergency is terminated.

4.3.3. Base Operations (Command Post, if Base Operations closed) will activate the secondary crash net and either Flying Safety, a Base Operations representative, or Wing 1, 2, or 3 will inspect the runway for FOD, if applicable.

4.3.4. Flight Safety will respond to in-flight emergencies as necessary with the Flight Safety vehicle to preserve initial mishap evidence/information. Flight Safety will not approach the emergency aircraft until the emergency is terminated.

4.3.5. Security police will respond and remain abeam the Control Tower until required or emergency is terminated.

4.3.6. Termination of the emergency will be by the on-scene commander or the senior fire official.

4.3.7. The Tower will relay emergency termination notices to Base Operations only when the on-scene commander or senior fire representative has confirmed termination. Base Operations dispatchers will relay termination instructions over the secondary crash net. When the Tower is closed, emergency termination will be relayed to the Command Post by the on-scene commander or senior fire official.

4.4. HOT BRAKES PROCEDURES. Aircrews suspecting hot brakes will call Sheppard Control Tower to advise them of the situation and give aircraft identification and location. The aircrew will then shut down on the runway or taxi to one of the designated hot brake areas as necessary. Transmit immediately to the Control Tower suspected or confirmed hot brakes identified by transient alert or contract maintenance.

***4.5. HYDRAZINE PROCEDURES.** Aircraft with hydrazine emergencies will be directed to the hammerheads for runway 15C/33C or 15R/33L

***4.6. SUSPENDED RUNWAY OPERATIONS AND RUNWAY CLOSURES.** When it becomes necessary to suspend normal runway operations due to disabled aircraft on the runway, normal operations will not be conducted until Flying Safety; Wing 1, 2, 3, or Base Operations inspects the runway. If the disabled aircraft is a transient, then the Flying Safety Division or a qualified Base Operations representative must inspect the runway and notify Base Operations of the results

prior to resumption of normal operations. Flying Safety will complete an AETC Form 688, Airfield Inspection Checklist, and forward it to Base Operations.

SECTION E - MISCELLANEOUS

***5.1. AIR EVAC NOTIFICATION AND COVERAGE.** Base Operations is designated as the agency responsible for Air Evac flight information and rescue protection. Tower will notify Base Operations when an Air Evac flight is 15 miles from landing.

***5.2. DISTINGUISHED VISITOR (DV) NOTIFICATION PROCEDURES.** Base Operations is the focal point for DV notifications.

5.2.1. RAPCON watch supervisors will ensure Base Operations personnel are notified when the DV aircraft makes initial radio contact and forward the ETA and distance from the airfield.

5.2.2. Base Operations will contact all other base agencies (82 TRW/CCP, 80 FTW/CC) as applicable with the above information.

***5.3. CLASSIFIED MATERIAL STORAGE.** The Sheppard Command Post, Building 430, is the designated classified material storage facility for material up to TOP SECRET.

***5.4. BIRD HAZARD ADVISORIES.** The 80th Flying Training Wing Bird Strike Hazard Plan is applicable to all agencies. Advisories on bird hazards will be passed to all aircraft by the control tower, RAPCON, and RSUs when appropriate, and placed on the ATIS.

***5.5. AIRCRAFT ARRESTING BARRIER OPERATIONS.** The barrier at the departure end of the runway in use, 15R/33L and 15C/33C, will be in the up position. Approach end engagements are not authorized. A 6-hour period is required for reconfiguring the main barrier after an engagement.

5.5.1. Base Operations shall:

5.5.1.1. Determine and transmit NOTAMs as required.

* 5.5.1.2. Advise CE power production if a barrier engagement occurs.

5.5.1.3. Inspect and reopen the runway after aircraft has been removed from overrun.

5.5.2. Civil Engineers shall:

5.5.2.1. Respond promptly with power production personnel to the "holding area" when advised of an anticipated engagement or an actual engagement.

5.5.2.2. Perform twice daily inspections of the barriers and advise Base Operations and tower of barrier status and estimated downtime when maintenance is required.

5.5.2.3. Provide air traffic controllers training on barrier operations, capabilities, and limitations upon request.

***5.6. EMERGENCY LOCATOR TRANSMITTERS (ELT).** Air traffic control agencies will not activate the primary crash phone for ELT signals not immediately known to be associated with an emergency IAW AFI 13-203 notification and response procedures are as follows:

* 5.6.1. The RAPCON (tower if RAPCON closed) shall advise Tower and Fort Worth Center of all information concerning ELT signals heard or reported.

*5.6.2. The Tower shall:

*5.6.2.1. Notify RAPCON (if closed, Command Post) of ELT signals heard or reported.

*5.6.2.2. Notify Base Operations via direct line of ELTs of unknown source.

*5.6.2.3. Notify Base Operations and RAPCON when an ELT is determined not to be an emergency or when the signal ceases.

*5.6.3. Base Operations shall take action to determine the source of an ELT signal not immediately known to be associated with an emergency. Notify the Personal Equipment Branch to check if the signal is originating on the ramp or parachute room. Actions will continue until the source is determined or the signal ceases.

***5.7. TRANSFER OF BASE OPERATIONS RESPONSIBILITIES.**

*5.7.1. Base Operations shall notify Tower, RAPCON, Command Post, and Security Police when closing and opening Base Operations.

*5.7.2. Command Post shall:

*5.7.2.1. Notify the stand-by dispatcher when advised by tower or RAPCON of emergencies, ELT signal information and aeromedical evacuation flights.

*5.7.2.2. Notify the Fire Protection Communications Center as soon as inbound air evacuation flight notification information is received.

*5.7.2.3. Perform Support Group key personnel notification.

*5.7.2.4. Activate secondary crash net if Base Operations is closed.

*5.7.3. RAPCON shall, during Base Operations closure, notify Weather and Fort Worth Center of changes in ATCALs.

Attachments

1. Sheppard AFB Airfield Map
2. Sheppard Radar Traffic Patterns
3. Sheppard VFR Traffic Patterns
4. Diverse Departure Maps

***5.8. MODEL AIRCRAFT FLYING.** Model aircraft flying at the strip North of Missile Road gate must be coordinated with Base Operations and the Control Tower.

***5.9. UNUSUAL MANEUVERS.** By FAA directives, air traffic controllers may not approve unusual maneuvers within Class D if they are not essential to the performance of the flight. The definition of unusual maneuvers can be found in FAR Part 91. Anyone observing unusual maneuvers should report the incident to Base Operations. For information and applications for waivers to Federal Aviation Regulations, contact the FAA Flight Standards District Office at Alliance Airport, Fort Worth, Texas.

***5.10. TRANSIENT AIRCRAFT OPERATION.** During local flying operations by 80 FTW, the 80 OG/CC must approve prior permission required (PPR) requests if above one transient movement per hour on runways 15R/33L and 15C/33C. Transient movement on runway 17/35 is unrestricted. The 80 OG/CC is approval authority for transient military operations when Base Operations and transient alert are both closed. Transient aircraft will park at the Base Operations ramp when practical. Aircraft visiting the 80 FTW may be parked on the ENJJPT ramp with 80 OG/CC approval. Parking of large frame aircraft and overflow aircraft will be coordinated by the Airfield Manager with appropriate agencies. EXCEPTION: DV or other aircraft whose

passengers have official business with 80 FTW may be parked on the ENJJPT ramp with 80 OG/CC coordination and approval.

KENNETH M. DECUIR, Colonel, USAF
Commander, 80th Flying Training Wing